

19981116.ba v02_n303.bam.981116

>From ???@??? Tue Nov 17 04:24:30 1998
Message-Id: <199811161741.LAA10389@sco.theporch.com>
Date: Mon, 16 Nov 1998 11:41:12 CST
Subject: BOATANCHORS digest 2303

BOATANCHORS Digest 2303

Topics covered in this issue include:

- 1) ? re: WW2 'sonobuoys'
by Kargokult@aol.com
- 2) BC-610 ...Just - a - humming along
by "Jim Reynolds" <gds@digitalexp.com>
- 3) ATTN: Green Key People
by David Stinson <arc5@ix.netcom.com>
- 4) Drake AM modulation system
by Bob Login <jlogin@gville.mindspring.com>
- 5) how to fix driftly hallicrafters vfo?
by jim lockwood <jmlckwd@mindspring.com>
- 6) WTB Drake TR^ or Heath SB110
by gpewitt@execpc.com
- 7) MULtiElmac PMR-8
by "Allan D. Fritsche" <fritsche@email.msn.com>
- 8) Re: how to fix driftly hallicrafters vfo?
by Steve Berg <z931086@corn.cso.niu.edu>
- 9) Parts needed for SX-101mk3
by "John K9UWA" <k9uwa@concentric.net>
- 10) WTD--Tek 465 scope manual
by Bob Login <jlogin@gville.mindspring.com>
- 11) Any Specs on Taylor T55 tube??
by JPevner@aol.com
- 12) Re: SX-28/28A... what's the difference?
by "A.B. Bonds" <ab@vuse.vanderbilt.edu>
- 13) Heath uMatic Keyer question
by thompson@mindspring.com
- 14) Re: Drake AM modulation system
by Kargokult@aol.com
- 15) Re: ? re: WW2 'sonobuoys'
by "Ragnar Otterstad" <otterstad@inet.uni2.dk>
- 16) book recommendation
by Dave Metz <metzd@cfw.com>
- 17) Re: ? re: WW2 'sonobuoys'
by William Donzelli <william@ans.net>
- 18) Re: Any Specs on Taylor T55 tube??
by Bob Roehrig <broehrig@admin.aurora.edu>
- 19) RE: Auction Posts on the BA list

by "Katz, Gene S" <gene.s.katz@lmco.com>
20) 5V filament???
by "Ed Santavicca" <santavic@ct.picker.com>
21) Carrier hum?
by "A. B. Bonds" <ab@vuse.vanderbilt.edu>
22) Re: 5V filament???
by Al Klase <skywaves@bw.webex.net>
23) Re: 5V filament???
by polepeeg@aa4rm.ba-watch.org (Marty's Refl. Drop)
24) ADMINISTRIVIA: Changing Email Addresses
by listown@jackatak.theporch.com (Mail List Owner)
25) Modulation Xfmr Info
by "Joseph J. Curry" <jjcurry_trilix@compuserve.com>

From: Kargokult@aol.com
Message-ID: <7c751e4.364f6433@aol.com>
Date: Sun, 15 Nov 1998 18:30:59 EST
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Subject: ? re: WW2 'sonobuoys'
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

"On the moonless night of June 23, 1944, under a clear sky,
the I-52 rendezvoused with a German submarine.....food, fuel,
and 2 German technicians were taken aboard, as well as a
radar detector meant to help the Japanese submarine evade
enemy planes....

"Taylor....took off....in an Avenger bomber. Near midnight, he
picked up the I-52 on his radar.....

"Deploying acoustic buoys over a mile of sea, Taylor and his
crew tracked the submarine, the chu-chu-chu of its
propellers clearly audible....

this account is quoted from Banzai Newsletter, originally
from www.treasure.com, it's an account of the sinking of
the I-52 , and its recent finding.

i think the account is interesting for its specific example
of wartime electronics use we knew in general terms.

- 1) failure of the German radar detectors to successfully
deal with Allied microwave radar
- 2) actual successful use of radio sonobuoys

also, what would be the nomenclature of the sonobuoy
and sonobuoy receiver? this TBM must have been one
crowded plane. this is a single prop, 3-crew torpedo

bomber, which carried long range radio (ARB + ART-13),
radar, and sonobuoy receiver, plus ordnance.
comment?
tnx, hue

From: "Jim Reynolds" <gds@digitalexp.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BC-610 ...Just - a - humming along
Date: Sun, 15 Nov 1998 17:35:02 -0600
Message-ID: <001601be10f0\$90d00560\$1f2b31cc@gds>
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 8bit

I have a BC-610-E and using a Globe VFO deluxe on it. The BC-610 "hum" is there as expected. I have heard sometime ago of a mod to reduce if not illuminate the hum all together. I believe it has to do with additional capacitance to the power supply to the 807's but this may not be correct. Any ideas or mod's you all know of would be helpful.
thanks

and 73

Jim Reynolds
PO Box 1692
Wewahitchka, FL† 32465
mailto:gds@digitalexp.com

ICQ # 1047111

KI6UP
Web Page:
<http://www.digitalexp.com/~users/gds/>

Jim Reynolds
PO Box 1692
Wewahitchka, FL 32465
mailto:gds@digitalexp.com
ICQ # 1047111

KI6UP
Web Page:
<http://www.digitalexp.com/~users/gds/>

Message-ID: <364F6F1C.5180@ix.netcom.com>
Date: Sun, 15 Nov 1998 18:17:33 -0600
From: David Stinson <arc5@ix.netcom.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: ATTN: Green Key People
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

While rooting-around in the eternal estate here in
Central Texas, I came up with a spare platen
crank handle for a model 15/19 Teletype machine.

Lots of people need this thing, but I've only got one.
How to give everyone a fair shot at it???

I'm a believer in people earning things,
so we'll ask some questions.
If your machine needs a crank, write me
(not the list, please).
Answer these four questions correctly and you
get to be in the drawing:

1. Name a U.S. Infantry division that assaulted
Utah beach on D-Day (6 June 1944).
2. Who was the commander of the Maine regiment that
held Little Round Top during the Battle of Gettysburg?
3. Who replaced Bugout-Doug in Korea when Truman fired him?
4. In what battle did one of America's greatest generals,
Thomas J. "Stonewall" Jackson, fall?

Bonus question-
Answer this and the others correctly and
you get an extra chit in the drawing:

Who shot Stonewall Jackson?

That ought to thin them out!

--
73 DE David Stinson AB5S
arc5@ix.netcom.com

Occupied Texas, CSA

Message-Id: <199811160047.TAA01655@dewdrop2.mindspring.com>

Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Date: Sun, 15 Nov 1998 19:35:31 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: Bob Login <jlogin@gville.mindspring.com>
Subject: Drake AM modulation system

Hi fellow BAers--Apparently this Drake system was designed to be compatible with SSB amps. Tried it out and able to put out full power from grounded grid amp.

Is it really AM or DSB?

Tnx Bob, AA8A

PS--The T4X manual says ..".The resulting output signal is controlled carrier screen modulated AM"..... When you look at the output when not speaking there is no output. When u start talking output jumps up to max and stays there but drops the instant u stop talking. My homebrew pair of 811A linear really likes this AM and pumps out 5-600w. Anybody else using this on AM?--Bob

Message-Id: <3.0.32.19981115170635.0069f0f0@pop.mindspring.com>
Date: Sun, 15 Nov 1998 17:07:00 -0800
To: Old Tube Radios <boatanchors@theporch.com>
From: jim lockwood <jmlckwd@mindspring.com>
Subject: how to fix drifty hallicrafters vfo?
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Good evening Gang,

Before I attempt reinventing the wheel, I want to see if there are known solutions to the drift problem in the hallicrafters HA-26 VFO.

What is the HA-26, you ask? It is the companion VFO to either the SR-42(A) or the SR-46(A) VHF AM transceivers that hallicrafters made in the '60s.

The darned thing is legendary for its driftiness and is likely the only VFO in the known universe that is too drifty for even AM use. Today, for example, after six (6!!!!) hours of warm up, the one I have still managed to drift down 5 Kc within 15 minutes.

Surely with performance this bad, someone has already figured out the recipe for improvement. Anyone?

Thanks!

73,

Jim - K4CCF

(formerly KM6NK, WA4K00, WN4K00)

Looking for original QSL cards from K4CCF

<http://www.mindspring.com/~johnmb/radiorm1.htm>

From: gpewitt@execpc.com

Date: Sun, 15 Nov 98 20:14:00 PST

Subject: WTB Drake TR^ or Heath SB110

To: Old Tube Radios <boatanchors@theporch.com>

Message-ID: <Chameleon.981115201924.gpewitt@execpc.com>

MIME-Version: 1.0

Content-Type: TEXT/PLAIN; charset=US-ASCII

A ham without internet access would like to buy
a Drake TR6 or Heath SB110. His name is Dave Delay WA6DCP.
His phone number is 319 377 6185.

He lives in Cedar Rapids, Iowa.

Please call him not me. Thanks a bunch.

73 Gary

Name: Gary Pewitt N9ZSV/KT

6120 W. Calumet Rd. Apt 204

Milwaukee, WI 53223

414 355 8147 Home 414 297 4307 Work

E-mail: gpewitt@execpc.com

Date: 11/15/98

Time: 20:14:00

Message-ID: <009301be1100\$103789e0\$87bb2499@default>

From: "Allan D. Fritsche" <fritsche@email.msn.com>

To: Old Tube Radios <boatanchors@theporch.com>

Subject: MUltiElmac PMR-8

Date: Sun, 15 Nov 1998 19:24:41 -0600

Hi Gang, long time , no restoring activities, but...

Got a PMR-8 yesterday with the ac-dc supply from a local Ham...

Man is this guy a sick puppy, looks like he oiled the tuning cap with
gear oil. Being brave and not following the hollow state rules, I just

hooked it to the power supply and let it fly... Well, it worked on the BC band and I heard a few guys on 80 but weak... watched it for 30 minutes and no smoke, so left it overnite to rest...

Well this morning I dismantled the thing and got it as clean as possible and no I did not use my approved South Texas method of cleaning boats, i.e. lots of suds and a water hose, no sun in the last few days...

At any rate after hand cleaning with alcohol and a liberal rinse from an angle I set it aside for a few hours... Hooked it up again and still weak signals on BC and 80... Nothing on 40 to 6.?

Having no schematic, this may become a challange....

It appears that there is some kind of single crystal filter in this unit at 2500 KC... I can thouch this with my finger and get all kinds of siganls and noise, so its got to be in the front end, ALL tubes check ok and underside of the chassis is immaculate...

So with that all said, does anyone have experience with this guy. Ostermans book gives it a four ***** rating and its scarce, at least to him... So I don't want to leave it in this state.....

Any Help appreciated
Al
KD5CML
fritsche@msn.com

Message-Id: <364F7EDF.F90D2E20@corn.cso.niu.edu>
Date: Sun, 15 Nov 1998 19:24:48 -0600
From: Steve Berg <z931086@corn.cso.niu.edu>
Mime-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Cc: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: how to fix drifty hallicrafters vfo?
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

If anyone does have a fix for these fine units, please post it to the list. We, too, might want to stop Hallicrafters' long standing experiment in vhf frequency agility. I have one of these HA-26 units too for my SR-46 and SR-42 rigs.

Steve WA9JML

Message-Id: <199811160139.UAA16042@cliff.concentric.net>
From: "John K9UWA" <k9uwa@concentric.net>
To: Old Tube Radios <boatanchors@theporch.com>
Date: Sun, 15 Nov 1998 20:39:52 +0000
MIME-Version: 1.0
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7BIT
Subject: Parts needed for SX-101mk3

Does anyone have a junker SX-101??...I need a BFO Pitch Control coil
and the knob for one...nice radio but the shaft is broken off on this
one...

thanks for looking

John K9UWA

John Goller, K9UWA & Jean Goller, N9PXF
Antique Radio Restorations
k9uwa@cris.com
k9uwa@concentric.net
<http://concentric.com/~k9uwa/>

<http://www.concentric.com/~k9uwa/>

Message-Id: <199811160144.UAA13155@dewdrop2.mindspring.com>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Date: Sun, 15 Nov 1998 20:31:50 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: Bob Login <jlogin@gville.mindspring.com>
Subject: WTD--Tek 465 scope manual

Hi fellow BAers--a copy would be OK..Will pay or trade if I hv something
u need from my growing collection of manuals...Tnx Bob, AA8A

From: JPevner@aol.com
Message-ID: <abfaea20.364f8433@aol.com>
Date: Sun, 15 Nov 1998 20:47:31 EST
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0

Subject: Any Specs on Taylor T55 tube??
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

Hi;

Does anybody have the tube data for Taylor T55. It is a 4-pin base with a grid cap. Envelope is balloon shape approx 4 in. tall. I can see a big graphite anode inside, so I assume it is a power triode transmitting tube? Note, it is not an RCA 55 which is a diode-triode. I'm wondering if it might be a good starting point for one of those Hartley breadboard transmitters.

Thanks in advance de
N1LIS (Jon)

Message-Id: <1.5.4.32.19981116031044.008baf80@mailhost.vuse.vanderbilt.edu>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Date: Sun, 15 Nov 1998 21:10:44 -0600
To: Old Tube Radios <boatanchors@theporch.com>
From: "A.B. Bonds" <ab@vuse.vanderbilt.edu>
Subject: Re: SX-28/28A... what's the difference?

At 11:03 PM 11/14/98 EST, you wrote:

>
>Anyway.. a quick question.. How can I tell the difference between an SX-28 and
>an SX-28A..?

>
The SX-28 has larger coils in the RF box. The 28A has small bakelite forms with what appear to be ferrite cores with screwdriver slots. This is the only reliable difference. Fuseholders, labels etc apparently mean little.

A. B. Bonds

From: thompson@mindspring.com
Message-ID: <000301be1117\$1be0f440\$cee345cf@default>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Heath uMatic Keyer question
Date: Sun, 15 Nov 1998 23:10:54 -0500

I picked up a Heathkit uMatic keyer among a few more items this past week. Looks in good shape but needs either batteries (I am going to have to scrape

out the ones inside) or an adapter transformer. Heath sold an AC adaptor under the model # PS-5012 (#150-94) 120VAC. If you have one of these lying around shoot me an e-mail. (they re-wire the plug on page 38 of the instruction manual). Let me know condx and price.

If I can't find one page 72 lists the AC adapter as 11 to 16 vdc 200ma. Tech America has a large selection and I remember getting a catalog from a VE2 with a Vermont address who said he had over 100K in stock.

Dave K4JRB

From: Kargokult@aol.com
Message-ID: <a40bbbba8.364fa4f1@aol.com>
Date: Sun, 15 Nov 1998 23:07:13 EST
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Subject: Re: Drake AM modulation system
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

In a message dated 98-11-15 19:49:42 EST,
jlogin@gville.mindspring.com writes:

> PS--The T4X manual says ..".The resulting output signal is controlled
> carrier screen modulated
> AM"..... When you look at the output when not speaking there is no
> output. When u start talking output
> jumps up to max and stays there but drops the instant u stop talking.
> Anybody else using this on AM?--
> Bob

---well, if it's just controlled carrier, then it's the same thing used in the Knight T-60 and T-150, and Hallicrafters HT-40, and probably more....
hue

Message-Id: <199811161016.LAA10126@inet.uni2.dk>
From: "Ragnar Otterstad" <otterstad@inet.uni2.dk>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: ? re: WW2 'sonobuoys'
Date: Mon, 16 Nov 1998 11:15:35 +0100
MIME-Version: 1.0
Content-Type: text/plain; charset=ISO-8859-1
Content-Transfer-Encoding: 7bit
Content-Transfer-Encoding: 7bit

Anybody interested in a German WW2 handheld radar detector ?

```
: "On the moonless night of June 23, 1944, under a clear sky,  
: the I-52 rendezvoused with a German submarine.....food, fuel,  
: and 2 German technicians were taken aboard, as well as a  
: radar detector meant to help the Japanese submarine evade  
: enemy planes.."Taylor....took off....in an Avenger bomber. Near midnight  
he  
: picked up the I-52 on his radar... "Deploying acoustic buoys over a mile  
of sea, Taylor and his  
: crew tracked the submarine, the chu-chu-chu of its  
: propellers clearly audible....  
:  
: this account is quoted from Banzai Newsletter, originally  
: from www.treasure.com, it's an account of the sinking of  
: the I-52 , and its recent finding.  
: i think the account is interesting for its specific example  
: of wartime electronics use we knew in general terms.  
: 1) failure of the German radar detectors to successfully  
: deal with Allied microwave radar  
: 2) actual successful use of radio sonobuoys  
:  
: also, what would be the nomenclature of the sonobuoy  
: and sonobuoy receiver? this TBM must have been one  
: crowded plane. this is a single prop, 3-crew torpedo  
: bomber, which carried long range radio ( ARB + ART-13 ),  
: radar, and sonobuoy receiver, plus ordnance.  
: comment?  
: tnx, hue  
:
```

Message-Id: <2.2.32.19981116130431.006d630c@mail.cfw.com>

Content-Type: text/plain; charset="us-ascii"

To: Old Tube Radios <boatanchors@theporch.com>

Subject: book recommendation

I recently finished a book that details the development of the cavity magnetron and other "interesting" electronic breakthroughs. "The Invention that Changed the World" by Robert Buder details the research of the Rad Lab at MIT, and the cooperation of the British and American efforts to put shorter and shorter wavelength radar into immediate use for the war effort and the continuing effect it had on our technological development. I would highly recommend this rather obscure book to this esteemed list.

73's
dave

Date: Mon, 16 Nov 1998 09:38:33 -0500 (EST)
From: William Donzelli <william@ans.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: ? re: WW2 'sonobuoys'
Message-Id: <Pine.GS0.3.96.981116093714.16769A-100000@titan.purch.ans.net>
Mime-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

> also, what would be the nomenclature of the sonobuoy
> and sonobuoy receiver?

AN/ARR-3 and AN/CRT-1.

Odd, I have an R-2/ARR-3 in my van right now...

William Donzelli
william@ans.net

Date: Mon, 16 Nov 1998 08:36:26 -0600 (CST)
From: Bob Roehrig <broehrig@admin.aurora.edu>
To: Old Tube Radios <boatanchors@theporch.com>
cc: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Any Specs on Taylor T55 tube??
Message-ID: <Pine.ULT.3.96.981116082318.28597A-100000@admin.aurora.edu>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

Taylor T55:

triode
Fil = 7.5V @ 3A
Typical class C CW operation:
Ep = 1500V
Bias = -140
Ip = 165ma
Ig = 20ma
load Z = 5.6K
Pout = 183W

"Nostalgia is a thing of the past"
E-mail broehrig@admin.aurora.edu 73 de Bob, K9EUI

CIS: Data / Telecom Aurora University, Aurora, IL
630-844-4898 Fax 630-844-5530

Content-return: allowed
Date: Mon, 16 Nov 1998 10:06:42 -0500
From: "Katz, Gene S" <gene.s.katz@lmco.com>
Subject: RE: Auction Posts on the BA list
To: Old Tube Radios <boatanchors@theporch.com>
Message-id: <D977A62BE8F4D111B31E0000F8081AD0E93077@emss04m16.ems.lmco.com>
MIME-version: 1.0
Content-type: text/plain

Hear, Hear. Bravo Zulu. Keep ebay, et. al , off of OUR list. 73 de Gene
KC6BLD

Gene S

Message-Id: <9811161547.AB09984@ct.picker.com>
From: "Ed Santavicca" <santavic@ct.picker.com>
To: Old Tube Radios <boatanchors@theporch.com>
Date: Mon, 16 Nov 1998 10:44:10 -0500
Mime-Version: 1.0
Content-Type: text/plain; charset=US-ASCII
Content-Transfer-Encoding: 7BIT
Subject: 5V filament???

Does anyone know the origin for 5-volt filaments in rectifier
tubes? Why didn't they follow the 6.3 volt 3-wetcell
convention that most other tubes use? Was it intentional to
prevent the accidental use (misuse) of this dedicated
winding to light the filaments of other tubes in the circuit?
Just curious.

73, Ed Santavicca

AA8TV

Message-Id: <3.0.1.32.19981116100251.00f5f420@vuse.vanderbilt.edu>
Date: Mon, 16 Nov 1998 10:02:51 -0600
To: Old Tube Radios <boatanchors@theporch.com>
From: "A. B. Bonds" <ab@vuse.vanderbilt.edu>
Subject: Carrier hum?
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

As I finished tidying up the SX-16 1/2 (and a mighty fine rx it is) I noted that some AM stations seemed to have excessive carrier hum, while others were just fine.

So, gals and guys, I seek wisdom. Where does carrier hum come from, and why is it so sporadic?

73

A. B. Bonds

Message-ID: <3650515A.D9859D32@bw.webex.net>
Date: Mon, 16 Nov 1998 11:22:50 -0500
From: Al Klase <skywaves@bw.webex.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: 5V filament???
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

The tubes that opened up the broadcast era were the '00 and '01. They had a 5-volt filament for convenient operation from a three cell storage battery via a filament reostat to compensate for falling battery voltage. When AC sets were introduced, the small signal tubes like the '26 and '27 had 2.5 volt filaments to reduce AC hum. The newly introduced rectifiers, like the familiar 80, retained 5-volt filaments. Higher power tubes used multiples of 2.5 volts, e.g., 7.5 and 10 volts. All this happened in the 1920's.

In the 1930's, special tube were introduced for auto radio use. This is different from the storage-battery-under-the-table scenario in that the car's generator floats the battery at about 7 volts. So the answer is that the rectifiers already had 5-volt filaments before the 6.3-volt tubes were introduced. The rectifier filament is at full B+ so a separate transformer winding is required anyway.

Hope this help,
Al

Ed Santavicca wrote:

>
> Does anyone know the origin for 5-volt filaments in rectifier
> tubes? Why didn't they follow the 6.3 volt 3-wetcell
> convention that most other tubes use? Was it intentional to
> prevent the accidental use (misuse) of this dedicated
> winding to light the filaments of other tubes in the circuit?
> Just curious.
>
> 73, Ed Santavicca

>
> AA8TV

--
Al Klase - N3FRQ
skywaves@bw.webex.net
Flemington, NJ 08822
Web Page: <http://www.webex.net/~skywaves/home.htm>

Date: Mon, 16 Nov 1998 11:29:04 -0500
From: polepeeg@aa4rm.ba-watch.org (Marty's Refl. Drop)
Message-Id: <199811161629.LAA24901@aa4rm.ba-watch.org>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: 5V filament???

Huh! Now I never thought about that.

I can say the earliest home receivers used 5V filament tubes like the 201 that were designed to run from a 6V lead-acid battery with seriesed rheostats. When the 6V was down to 5V & the rheostats switched out it was time for a recharge.

The first 80, the 213, used 5V thoriated fil.s like the 201. Probably an expedient 'cause making 5V filaments a routine proposition.

The 1st htr-cathode tubes like the 227 were 2.5V and their complement triodes in AC TRF sets, the 226s, had 1.5V fil.s to run on AC & minimize the e-field gradient to reduce hum.

Then the big tubes like the 10 & 81 used 3x2.5V=7.5v to compound the mystery

Finally 6.3V tubes came on in the early 30s to supplant the 2.5V things. This probably another expedient so car radios might be tenable with off-the-shelf stuff.

So since the rect. fil. & signal tube fil.s had to run on separate wdg.s anyway & since u never used 80s in cars, my guess this's why those 80s/5Y3s/5U4s just got left behind with the 5V heritage.

Marty

Message-Id: <199811161715.LAA03110@jackatak.theporch.com>
From: listown@jackatak.theporch.com (Mail List Owner)
To: Old Tube Radios <boatanchors@theporch.com>
Subject: ADMINISTRIVIA: Changing Email Addresses

Date: Mon, 16 Nov 98 11:15:01 CST

Gang-

This periodic post is intended to help subscribers whose email address has changed, preventing posting or receipt of the list.

If you change ISP (InterNet Service Provider), simply send me an email advising the change, and I will do my best to implement the change quickly.

For those unfortunates, whose ISP has made a change without advising their customers of the potential impact of that change on subscribers to email lists like the boatanchors, where one must be a subscriber to post to the list, try to follow along...

Under some circumstances, the changes to your email address are "transparent" to you, but prevent posting. I get error notification for these kinds of problems, and I try to work them out. However, I may miss one, and on this end, the process is anything BUT automatic.

You have a bigger stick than I do. You and your ISP have the primary responsibility to repair the problems caused by the change at the ISP. I have zero leverage with your ISP, and you have great leverage.

Most ISP maintain a customer service department to help with problems like these. This should be your first line of support for email problems. I am happy to assist and consult, but try to understand that when your ISP makes a change to their email handler, and that change prevents you from posting to the boatanchors list, I can help, but resolving this problem is your responsibility, working with your ISP. I am but a volunteer, contributing my time to administer the list.

Thank you for your attention.

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73

Jack, W4KH/Mobile - - - BoatAnchor Mailing List Archiver/Owner - - -
listown@jackatak.theporch.com - "Plus ca change, plus c'est la meme chose"

"Il n'y a que les idiots qui ne changent jamais d'idee"

Mon Nov 16 11:15:00 CST 1998

Date: Mon, 16 Nov 1998 12:39:35 -0500

From: "Joseph J. Curry" <jjcurry_trilix@compuserve.com>

Subject: Modulation Xfmr Info

To: Old Tube Radios <boatanchors@theporch.com>

Message-ID: <199811161240_MC2-6071-BC0C@compuserve.com>

MIME-Version: 1.0
Content-Transfer-Encoding: quoted-printable
Content-Type: text/plain; charset=ISO-8859-1
Content-Disposition: inline

Fellow Boatanchorites:

I am looking for some specific information on a a Chicago CMS-1 modulation transformer. My search through old Radio Masters has failed to turn up the necessary info. I have all the impedance information as well as the primary and secondary currents. This xfmr was made to run with 805s among other tubes and therefore was run at either 1250 or 1500 volts. My question is what is the voltage rating for the primary and the secondary? Anybody out there have that information?

If so, lease respond via e-mail to:jjcurry_trilix@compuserve.com

TNX ES 73,

Joe
K3IC0
AMI #721 =

End of BOATANCHORS Digest 2303
